

INFORMATION REPORT

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5. The runway was still under construction. The large, fenced and fenced-off fuel dump at the northwestern corner was being expanded. There were 40 to 45 large containers, some semi-underground. Numerous aircraft wrecks were scattered east of the fuel dump.

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Comment:

a. Almost the same observations were made by [redacted] at the GROBENHOF airfield on 11 November 1949. The information on the arrival of new units (apparently ground units) is, therefore, considered credible. According to the concordant statements [redacted] no aircraft have arrived at the field. The statement that the units allegedly come from OBERIGSBURG/Neumark, is confirmed by a previous report * which also stated that a train loaded with air force personnel and equipment arrived in GROBENHOF, coming from OBERIGSBURG/Neumark.

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[redacted]
the OBERIGSBURG/Neumark airfield is assumed to be occupied by a fighter unit of the Soviet Air Force stationed in the Polish occupied West German territory. It is possible that this unit is to be transferred to GROBENHOF.

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b. Concerning the observed expansion of the fuel dump:

Several reports on installation or removal of fuel containers from various airfields in the Soviet zone of Germany have been received recently. This operation was obviously carried out at airfields whose occupation by air units is to be changed. It is assumed that the individual units are equipped with fuel containers which they take along with them in case of transfer to an airfield previously occupied by a unit equipped with other aircraft. This possibly also explains the observation that the fuel containers were only semi-underground.

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